

SUMMARY

INTRODUCTION

- Plan amendment initiated by the Board of Supervisors on March 1, 2005 to amend the Revised General Plan and Countywide Transportation Plan policies for two of the six Transition Policy Subareas.
- Upper Broad Run and Upper Foley CPAM based on six applicant-initiated CPAMs for properties located within the Transition Policy Area and parts of the Suburban Policy Area. The Board of Supervisors directed that these six applicant-initiated CPAMs be consolidated into one review of the area that encompasses the Upper Broad Run and Upper Foley Transition Policy Subareas.
- Board of Supervisors priority status, Planning Commission leading effort to develop the CPAM.
- Upper Broad Run Subarea: 6,383 acres and 607 parcels or portions of parcels
- Upper Foley Subarea: 2,838 acres and 91 parcels or portions of parcels

CURRENT TRANSITION POLICY AREA POLICIES

- Transition Policy Area policies are intended to achieve a balance between the built and natural environments and provide a transition from the Suburban Policy Area to the east and Rural Policy Area to the west.
- The Revised General Plan calls for residential uses within the Upper Broad Run and Upper Foley Subareas to develop as Rural Villages or Residential Clusters of predominately single-family detached housing. Plan calls for residential densities in a clustered pattern of one dwelling unit per three acres or one dwelling unit per acre based on current zoning patterns.
- The Plan encourages the development of non-residential uses in the Transition Policy Area that provide a transition from suburban to rural. Such uses may include but are not limited to equestrian centers, golf courses, retail nurseries, boarding schools and kennels, and compatible institutional uses.
- The Plan calls for all development within the Transition Policy Area to be clustered with 50 to 70 percent open space.
- Central water and sewer planned for all Subareas of the Transition Policy Area.
- Build out potential under current policies: 4,571 dwelling units

PROPOSED CHANGES TO TRANSITION POLICY AREA POLICIES

Workforce Housing

- New policies to support Workforce Housing as part of all mixed use developments in the County.
- New policies providing for programmatic and design approaches to achieving Workforce Housing.
- New policies encouraging the creation of programs and tools that will increase Workforce Housing opportunities in addition to the Affordable Housing Program.
- New policies encouraging Workforce Housing near employment centers.

Mixed Use Communities

- New policies providing a third development option (through rezonings) that provide for increased residential densities and non-residential uses for the Upper Broad Run and Upper Foley Subareas, up to 4 dwelling units per acre in the Upper Broad Run and up to 3 dwelling units per acre in the Upper Foley, in a mixed use community pattern
- New policies for Mixed use communities that provide for:
 - Suburban pattern of development
 - Residential and non-residential uses
 - Road and pedestrian networks that are convenient to residents and minimize local traffic on regional roads
 - Mixed use requirements minimums: 30% open space, 10% civic space, and 5% office and light industrial use for projects greater than 100 acres
 - Buffer requirements: transition of uses or greenbelt area as development approaches Rural Policy Area
 - Full complement of community facilities and services whether public or private
 - Range of housing products including Workforce Housing
- Build out potential under proposed policies: 27,977 dwelling units

Proposed Changes to Planned Land Use Map

- Amend the Revised General Plan Planned Land Use Map for portions of the properties known as Greenvest/Dulles South and Shockey Family from Industrial Community to Business Community
- Business Community policies provide for a mix of uses predominantly office and light industrial uses with limited residential uses that support the Business Community
- Portions of these properties are located in the Airport Impact (AI) Overlay District, partially within the Ldn 65, Ldn 60, and Ldn 60-1 mile buffer.
- Current Plan policies do not support residential uses in the Ldn 65 airport noise contours